

The Hongkong Telegraph.

N°. 2837

THURSDAY, MAY 7, 1891.

SIX DOLLARS
PER QUARTER

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL £2,000,000.

PAID-UP CAPITAL £50,000.

LONDON : Head Office, 40 Threadneedle Street, West End Office, 25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT,

BILLS OF EXCHANGE, LETTERS OF CREDIT, FORWARDS, BILLS FOR COLLECTION, and TRANSACTS Banking, and Agency Business generally, or terms to be had on application.

INTEREST ALLOWED ON DEPOSITS :

Fixed for 12 months, 5 per cent. per annum.

" " " " "

ON CURRENT DEPOSIT ACCOUNTS

a per cent. per annum on the Daily Balance.

E. W. RUTTER,
Manager.

Insurances.

EXAMPLES OF THE COST
OF INSURANCE TO A MAN AGED 30
NEXT BIRTHDAY.

£1,000 cost per quarter at the rate of:

£118 0 (a) If premiums are payable for whole life.

or £11 11 6 (b) If premiums are limited to 20 years.

or £11 4 6 (c) If premiums are limited to 15 years.

or £13 0 0 (d) If the sum assured is made payable at age 50, or at death if previous.

* Secured payments.

THE same provisions if commenced at age 40

n. b. would cost respectively (a) £15.0.

(b) £15.0, (c) £11.2.4, (d) £7.0.8 per quarter.

ADAMSON, BELL & CO.,
Agents.

982-4 STANDARD LIFE OFFICE

SOUTH BRITISH FIRE AND MARINE
INSURANCE COMPANY OF
NEW ZEALAND.

THE Undersigned are prepared to accept
FIRE AND MARINE INSURANCES on
favourable terms.

Current rates and a guaranteed Bonus equal
to that paid by the local Offices.

GEORGE R. STEVENS & CO.,
Agents.

No. 2, Queen's Road, Hongkong.

Hongkong, 31st March, 1891.

GENERAL LIFE AND FIRE
ASSURANCE COMPANY IN
LONDON.

THE Undersigned having been appointed
Agents for the above Company, are pro-
posed to ACCEPT RISKS against FIRE and
LIFE at current rates.

REUTER, BROCKELMANN & CO.,
Hongkong, 1st July, 1891.

THE EQUITABLE LIFE ASSURANCE
SOCIETY OF THE
UNITED STATES.

RUSSELL & CO.,
Agents.

Hongkong, 14th November, 1890.

NOTICE.

THE MAN ON INSURANCE COMPANY
LIMITED.

CAPITAL SUBSCRIBED \$1,000,000.

The above Company is prepared to accept
MARINE RISKS AT CURRENT RATES on Goods,
&c., Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD, WEST,
Hongkong, 1st February, 1891.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED).

CAPITAL, TAELS 600,000, £43,333-33.

EQUAL TO \$18,000.00.
RESERVE FUND \$18,000.00.

BOARD OF DIRECTORS.

LEW SING, Esq. | LO YUK MOO, Esq.

LOU TSO STUN, Esq.

MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken
at CURRENT RATES to all parts of the
world.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 1st December, 1890.

CONSIGNEES.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. GLAMORGANSHIRE
FROM NEW YORK.

CONSIGNEES of Cargo are hereby requested
to send in their Bills of Lading to the
undersigned for countersignature, and to take
immediate delivery of their Goods from along-
side.

Cargo impeding the discharge of the Steamer
will be at once landed and stored at Consignee's
risk and expense, and no Fire Insurance will be
effected.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.

All claims against the Steamer must be sent
immediately.

ADAMSON, BELL & CO.,
Agents.

Hongkong, 4th May, 1891.

1572

W. S. MARTEN,
ARTISTIC DECORATOR,
2, DUDDELL STREET,
HONGKONG.

Hongkong, 6th April, 1891.

1582

Intimations.

W. BREWER

HAS JUST RECEIVED

O LIVER Wendell Holmes' Works, complete
6 vols. Year Book of Medical Treatment, 1891.
Booth's in Darkest England, cheap ed.
Cyclopedia of Classical Quotations 9 vols., \$3.75
Rosser's How to find the Stars.
Encyclopedie de Whist.

Wilson's 1 Century in Photography.
Stanley on Surveying Instruments.
Renan's Life of Christ, and other works by same
author.

New Pictures by Broadwood, Collard and Collard,
Kirkman, &c. on easy terms.

New Stock of Brown Russia Shoes, excellent
quality and very reasonable.

W. BREWER,
UNDER HONGKONG HOTEL.

Hongkong, 14th April, 1891.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

A. Hunt Commander, will be despatched as
above TO-MORROW, the 8th instant, at 10 a.m.

The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.

First Class Saloon and Cabins are situated for-
ward of the Engines. Second Class Passengers are
berthed in the Pooch. A Refrigerating Chamber
ensures the supply of Fresh Provisions during
the entire voyage. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th May, 1891.

1592

HOCKS

LAUBENHEIM,
GRAACHER,
BODENTHAL,
NIERSTEIN,
STEINWEIN,
HOCHHEIMER, 1874,
SPARKLING MOSELLE,
SPARKLING HOCK.

ESTD. 1864.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

Hongkong—13, Queen's Road.

[16]

LANE, CRAWFORD & CO.

HAVE NOW UNPACKED THEIR NEW STOCK OF

CALCUTTA PITH.

SUN HATS.

STRAW HATS.

NEW "TERAI" HATS.

Hongkong, 7th May, 1891.

[39]

CRUICKSHANK & CO., LTD.

FAMILY AND DISPENSING CHEMISTS,

AND
Commission Agents.

KOLA—CHOCOLATE.

SPECIALLY RECOMMENDED BY

M. K. HARGREAVES, M.D.,

GRANT'S SCOTCH OAT FLOUR.

A Special preparation from Finest Scotch Oats for Infants and Invalids.

SOLD IN TINS, 50 CENTS EACH.

[17]

Hongkong, 7th April, 1891.

KELLY & WALSH, LTD.

A V'RES CHAMPIONSHIP TENNIS
BALLS of 1891 manufacture.

Salter's Black Gut Tennis Bats.

Slazenger's "The Demon" and "Special Demon
Ball."

Lawn Tennis Presses.

Tape Measures for making out Courts.

A fine selection of Dog Collars.

New Menu Tablets.

Plain and Gilt Edge Squeezees.

Dougherty's Indicator Cards.

Cheap Playing Cards for Clubs.

Foster's Self Teaching Whist Cards, by means

of which any one may acquire not only a
knowledge of the game, but a proficient

Scientific player.

Poker Chips and Counters.

Whist Markers.

SWEET CAPORAL CIGARETTES.

KELLY & WALSH, LIMITED,

QUEEN'S ROAD CENTRAL, HONGKONG.

[17]

Hongkong, 14th April, 1891.

ROBERT LANG & CO.

TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS,

OPPOSITE HONGKONG HOTEL.

OUR Stock of Seasonable Goods is now complete in all the newest MATERIALS, comprising

a large variety of DRESS SUITING from \$30 upwards. TWEEDS for SUITS,
ULSTERS and INVERNESS CAPES, CORDS and ELASTICS for RIDING and SHOOTING,
BREECHES and LEGGINGS.

EVENING DRESS SHIRTS, COLLARS, TIES, GLOVES, SILK, LISLE THREAD
and CASHMERE, SOCKS, PATENT LEATHER PUMPS and SHOES, &c., &c., &c.

ROBERT LANG & CO.

Hongkong, 9th January, 1891.

[18]

W. POWELL & CO.

ADIES' and CHILDREN'S STRAW HATS,

FLOWERS, RIBBONS, MILLINERY, &c., &c.

W. POWELL & CO.

Hongkong, 29th April, 1891.

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NOTICE.

THE Undersigned undertakes to produce

First Class Photographs. Gentlemen

wishing to patronise may have Proofs or

THE HONGKONG TELEGRAPH, THURSDAY, MAY 7, 1891.

Intimations.

DAKIN BROS. OF CHINA,
L I M I T E D,
DISPENSING CHEMISTS, &c.

**CHEMISTS AND AERATED WATER
MANUFACTURERS.**

A REFRESHING WHOLESOME DRINK.

DAKIN'S

VERITABLE LEMON SQUASH
AERATED, COOLING, THIRST
QUENCHING.

PER DOZEN 50 CENTS.

(Telephone No. 60.)

No. 22 & 24, QUEEN'S ROAD CENTRAL
Hongkong, 4th May, 1891. [37]

BY APPOINTMENT.

WINES AND SPIRITS.

A. S. WATSON & CO., LTD.
ESTABLISHED A.D. 1841.
MANUFACTURERS OF AERATED
WATERS.

Our New Factory has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English Makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

LARGE BOMBAY "SODAS"

We continue to supply large bottles as heretofore, free of Extra Charge, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS, whenever practicable, are despatched by first steamer leaving after receipt of order.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is, "DISPENSARY, HONG KONG," And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—

PURE AERATED WATERS
SODA WATER
LEMONADE
POTASH WATER
LITHIA WATER
SARSPARILLA WATER
TONIC WATER
GINGER ALE
GINGERADE.

No Credit given for bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of Containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & CO., LIMITED,
Hongkong, China, and Manila. [5]

The Hongkong Telegraph.

HONGKONG, THURSDAY, MAY 7, 1891.

OUR LATE GOVERNOR.

SIR GEORGE WILLIAM DES VEAUX, K.C.M.G., has departed. It is no affectation to quote the trite phrase that we could have better spared a better man; and there can be but one feeling—that of sincere sympathy—in the breasts of those who compare his comparatively cold leave-taking to-day with the warm reception given him on his arrival in October 1887, the public recognition accorded fourteen months ago, when he went home in search of health, or the enthusiastic welcome he received on his return, only last December. He has gone away with bitterness in his heart, for he is the "good hater" whom Dr. Johnson so loved, and he cannot forget the revolt of the Unofficial Members, or the wave of adverse public opinion that has recently swept over the Colony—even though one of the insurgents has formally returned to his allegiance, and sued for pardon at the eleventh hour. The senseless system of presenting meaningless addresses, especially by subordinates in the Service, was as usual perpetuated; this morning a very tired-looking invalid might have been seen leaning back against the wall of the reception-room at Government House, listening to a fulsome address hurled at him by two Europeans and three Chinese, who retired only to give place to about a score of officials with another treacly production, in which they talked freely about Her Most Gracious Majesty, and yawned their gratitude to their departing protector in the matter of salaries. Sir G. W. des Veaux did not really take the trouble to reply—he took a leaf from the address-presenters' book, and said he would write it. Even on board the *Ocean* the pursuit was kept up with spirit, the *génus* bore being in full cry almost until the propeller began to turn. Yes, ex-Governor des Veaux deserves our sympathy. And we give it to him most heartily.

On his arrival in 1887—he came via America, as he is returning—he said he was a man of few words, preferring actions to deeds. He has not altogether sustained the reputation for taciturnity with which he desired to be credited, but he has seldom spoken in uncertain phrase; if his periods have not been quite so ornate as those of his sometime predecessor the uxorious Bowra, they have been far away ahead of them in commonsense. When he arrived we wrote:—"The career of Sir William des Veaux in this colony will depend mainly upon himself. There are many obstacles in the way, and for some time at least his office will be no sinecure; but to a resolute and independent man, determined to work for the general weal without fear of favor, there is nothing that cannot easily be surmounted." It would be unfair to an absent man to say that his general policy has not been all that could be wished—one need re-peruse the speeches made in the City Hall in February last year to see what he had done even up to then, and to appreciate his methods.

At the same time it would be simply well, *Daily Press*—to ignore that fact that almost his last official act has been a blunder. "We won't re-open the threabare Military Contribution question—we think there is but little argument needed to show that in dealing with it Governor des Veaux had much more regard for the interests of that Imperial Government which could promote or degrade him, as he pleased or displeased it, than of the humble Colonial islet which simply paid him a trifling \$32,000 a year. The reason is not difficult to find. A man who has earned his bread-and-butter for nearly thirty years in a host of "Baratarias," where the wish of Her Most Gracious Majesty over-rode all local demands; who for eight years has been oppressed by the weight of a K. C. M. G.-ship; who has been accustomed to the nerveless acquiescence of the semi-cannibal Fijiian, the untutored Barbarian, and the torpid Newfoundland—such a man can scarcely understand a suddenly-asserted opposition on the part of four unofficial legislators who are men and British representatives, and of the thousands whom they represent, to a scarcely-veiled legal robbery whose only excuse is that of precedent. At any rate Governor des Veaux, if he did recognise their right to take up an antagonistic position, did not make the least effort to conciliate or alter their opinion. And to-day he went away almost unnoticed—safe for the spontaneous and honest "send-off" given him by the sea-faring class, whose gratitude he has earned by his last public act here. We sincerely hope to hear of his restoration to health, and trust that he and the gentle lady who accompanies him may be spared to enjoy many happy days in whatever sphere the Downing Street authorities may design to place him.

TELEGRAMS.

MORE PORTUGUESE AGGRESSIONS.

LONDON, May 4th.

The Portuguese have occupied Massikissé, the Agents of the Chartered British African Company retiring to Matassa.

THE LABOUR QUESTION.

May 5th.

Sixty thousand workmen paraded the streets of London on Sunday. The demonstration was in support of the Eight Hours Bill. No disorder occurred.

(Special to the *Hongkong Telegraph*)

JAPAN'S NEW PRIME MINISTER.

TOKYO, May 6th.

Count Matsugata, Minister of Finance, has been appointed Prime Minister *vice* Count Yamagata who resigned, owing to continued ill-health.

LOCAL AND GENERAL.

The Superintendent of the P. & O. S. N. Co. informs us that the company's steamer *Natal* Nagasaki for this port at 4.30 p.m. yesterday.

We omitted to acknowledge last night that for the detailed report of Shanghai Races we were indebted to our contemporary the *N. C. Daily News*.

A JAPANESE contemporary says that the output of coal from Hokkaido this year is estimated at 250,000 tons, and is expected next year to reach 350,000 tons.

A SHANGHAI contemporary says that on the 30th ult. a preliminary meeting was to have been held, at the instance of General Messy, in connection with a proposal to start a public company "for the acquisition of land and providing suitable accommodation for a Concert and Lecture Room, a Skating Rink, space for a Circus, Merry-go-round, Switchback Railway, &c., &c., to meet the growing wants of the inhabitants of Shanghai." There was only a small attendance, and after waiting some time it was decided to postpone the meeting till next week. We have a small stable of wooden elephants left over by the Switchback Co. here which they can have to begin with, in exchange for a few "growing wants." You are slightly too previous, General, if you'll excuse us. We've been there.

SAYS a Chinese paper:—"The Wenchow tea season has just commenced. The crop and market are about the same as last spring. Fine teas fetch from \$28 to \$35 per picul, while the coarse and inferior kinds average from \$15 to \$20. Eight firms are engaged in the business."

A YOUNG lady named Paulina Kasten, living in Bellisio Terrace, was summoned at the instance of Mr. Stewart-Lockhart, Registrar-General, for interesting to report the birth of her child, which occurred in December last year. She admitted the facts as stated, and was fined \$5.

The Hon. Treasurer of the Alice Memorial Hospital, begs to acknowledge with thanks the following donations to the funds of the Hospital:—

E. Bowdler, Esq. \$25;

Jas. B. Coughlin, Esq. 10;

G. Granville Sharp and Jas. F. D. Gaudie, Esq. 5

INSPECTOR Corcoran yesterday arrested Wong Shum-kwan in connection with the piracy committed at Chai Wan bay on the 15th April last. The accused was charged at the Police Court this morning before Mr. Wise and remanded till Saturday, when he will be charged, with two others already in custody.

WHILST a Chinaman was purchasing a ticket at the Emigration office this morning he was seen to fall, and was picked up dead. Unchain the poet again:—

Unable to stand the double shock
Of tearing himself from this lovely shore
And paying his passage, his poor heart broke—
One Chinaman less, one angel more.

THE "Japs" are certainly travelling along the march of progress and civilisation at express speed. Recently a popular Journal, the *Chinaman*, politely described the present Cabinet Ministers as "wild beasts" and "venomous reptiles." Needless to say the outspoken print was at once suspended. Parnell when he compared Hongkong to—well, Hades, was still points behind the Editor of the *Chinaman*.

THE Band of the A. & S. Highlanders will play the following programme at the Barrack Square to-morrow, commencing at 7.30 p.m.:—

March. "The Bear" ... Kappa.
Value. "A Summer Night in Munich" ... Collier.
Polska. "Off we go" ... Coots.
Quadrille. "Fare of the Fair" ... Williams.
Gasp. "Viva la Reina" ... Clark.

THE rice merchants in Wuhsu are, according to a Chinese contemporary, enjoying an exceptionally fine season in Wuhsu. In the godowns and along the wharves as far as the eye can see are stowed and heaped up bags of rice, while thousands upon thousands of bags are pouring in from the country. Rice being plentiful must necessarily be cheap in price, and rich and poor are alike happy.

THE old advice that "if you want to know the time ask a pieceman" will be unnecessary after to-day. The *Saghalian* brought over a thousand watches, ranging in value from \$2 to \$100, and from the school-boy's Geneva to the *remonstrator* repeater, consigned to Messrs. Kuhn & Co. The last of which was almost as numerous, are now flicking in a variety of European and Chinese pockets, and seem to have given every satisfaction.

At the Police Court this morning, before Mr. Wise, Shing Ping was charged with others not in custody with striking and wounding Jandoo, sonny their on duty with the chain-gang at Lap-sap-han on the 16th June, 1888. Emma Leela, the receiving officer of Victoria Gaol, said he recognised the prisoner as having been sentenced to five years penal servitude on the 27th January, 1887, at the Supreme Court. The Magistrate remanded the case till Monday.

The *Penang Gazette* regrets to learn that a leading Chinese firm in Penang is in financial difficulties, and is endeavouring to effect a composition by offering 40 or 50 per cent. to its creditors which, however, had not up to time of going to press been accepted. The liabilities are said to much exceed \$100,000, and the impending disaster is said to be due to the great part to the great fall in the price of sugar, which has taken place during the past twelve months.

A COOL thief was committed yesterday by one Li Kan, who broke into a godown on Praya West, and helping himself to two bags of edible fungus, worth \$60, walked away. He was stopped by a *tukang*, when he threw down the bags and ran away, but only to be arrested by his interlocutor. This morning at the Magistracy, Mr. Wise sentenced him to six months' imprisonment, and ordered that the first and last fortnights of his imprisonment should be in solitary confinement, as he was an old offender.

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THE *Strait Times*, of April 28th.—The *Steal* Independent sounds a note of alarm with regard to the cholera outbreak in Penang, on the ground that many more cases of cholera than those that are reported occurred in the town as well as in the suburbs, of which neither the authorities nor the Police know anything until after the death of the victims, when their relatives or friends apply for a permit to bury the corpse. On such occasions, the cause of death is attributed to fever, or some other complaint that will not excite suspicion of the truth. Natives do so to avoid penal interference with their burial rites and religious customs in cases of death. The *Independent* urges the disregard of these scruples, and the enforcement of regulations against burial without certificates of death from duly qualified medical practitioners.

AMONG the many singular incidents of life in Japan, a very noteworthy one is mentioned by the *Shimpo*. It appears that in the Senji district of Tokyo, there is a prison called "Kougei Kangoku." Formerly the site of the "Kougei Goten," a palace of the Tokugawa Shoguns, the grounds of the prison contain some splendid cherry trees, which, in the blossoming season, present a charming spectacle. Japanese cannot possibly live in the neighbourhood of flowers without enjoying them. That would be sacrilegious in the extreme, even where criminals undergoing sentence are concerned. It has consequently been the custom ever since the Kougei jail was established, to grant a holiday to the prisoners when the cherry trees are in full bloom. The instant was the day chosen this year, from which date we infer that the cherries are of the double order. The prisoners made the most of their respite. They got up theatrical performances, had dancing, delivered speeches, and amused themselves in other refined fashions, "feeling," says the *Shimpo*, "as if heaven had come to them in the midst of hell."

YESTERDAY afternoon an immense crowd of Chinese collected in the Rue du Consulat, and blocked the traffic, says the *Shanghai Mercury* of the 1st inst. Some of the people lined both sides of the road, opposite the old French Consulate, but by far the largest number congregated round the French Central Police Station, their object being apparently to learn the decision which it was expected would be given in the afternoon, in the case of a French policeman who was said to have caused the death of a Chinaman, and whose case was being investigated at the old French Consulate by M. Wagner, the Consul-General, and Messrs. Ricco and Fournel, as Assessors. The natives state that on Saturday night last, about half-past ten o'clock, three Chinamen walking in Indian file came out of the city, and while proceeding along the French Defence creek towards their home, one of them brushed up against a French policeman who immediately assailed the man who fell down. When the other two men came up to him, they found him speechless, so they put him into a flotilla, and took him to the French Police Station and from thence he was sent to the Shantung Road Hospital, where he died the following day. The District Magistrate held an inquest and found that the deceased had come to his death through violence. The Chinese having blocked the Rue du Consulat to such an extent that the traffic was impeded, were ordered to go away, but they refused, so they were told that the fire-hose would be turned on them if they did not go away, and as they still refused, the threat was carried into execution, two powerful streams were turned on, and two streets cleared, though the crowd commenced to collect again soon afterwards. They appeared, however, to be orderly.

THE DEPARTURE OF SIR G. W. DES VEAUX.

PRESENTATION OF ADDRESSES.

At Government House this morning Dr. Etel, Inspector of Schools, Mr. A. J. May, acting headmaster of Victoria College, and three Chinese teachers, met to present H.E. Sir G. W. des Veaux with an address on behalf of the Education Department.

Dr. Etel, in making the presentation, said that the address was expressive of the unanimous

feeling of the officers in the Department. It was as follows:—

To H. E. Sir G. William des Veaux, K.C.M.G., Governor and Commander-in-Chief of the Colony.

May it please your Excellency,

We, the undersigned Officers of the Education Department, respectfully beg to express to your Excellency, on the eve of your departure, our unfeigned gratitude for the memorable improvements which your Excellency has originated in the educational system of the Colony.

By the conversion of the Aided Schools (in the native villages) into Government Schools, your Excellency has not only placed elementary education, free of any school fee, within reach of the whole village-population and provided the means for raising the standard of the teaching given in these Schools, but removed thereby a patent flaw in the education system of the Colony, which, before your Excellency's arrival, while offering cheap education for the middle classes, had left the poorest classes in the villages under a heavy burden of school fees and their teachers in a condition of abject poverty.

By the opening of the Government Central School for Girls, which your Excellency courageously resolved upon, in spite of influential opposition and popular prejudice, your Excellency has furnished the Eurasian female population of the Colony, for whose education an unscientific provision had ever been made before, with the means of obtaining a liberal Anglo-Chinese education, and founded a school which, started as a mere experiment seeking to create a demand for education where none existed, has already an attendance warranting the expectation of large development in the future, and which is likely to promote also among the Chinese female population a knowledge of the English language and an education which will tend to diminish the gap still existing in the Colony between the education of Chinese men and women.

By both of the foregoing measures Your Excellency has, moreover, created an important and permanent factor in the educational movement towards reducing, step by step, the present undue proportion of uneducated children in the Colony.

As the Victoria College is the centre of the educational system of the Colony, it is very perceptible that it has greatly benefited by the changes above mentioned. Inasmuch as the candidates entering the College are not only more numerous but are far better grounded in English elements than in former years. Another noticeable result, and one, too, that has caught the attention of outside visitors, is that the entrance at which candidates enrol themselves in Victoria College is considerably below what it was years ago.

We would also thank your Excellency for the better financial position of the Officers of the Education Department effected during your Excellency's administration, which measure has also improved the social aspects of their position.

Dr. Etel added that the original address would be forwarded as soon as it was completed and signed.

His Excellency, in reply, said—Dr. Etel, and gentlemen.—You have told me that this address is presented in a merely provisional form, and that it will be forwarded to me hereafter; I regret to say that my reply must also be provisional; I have

THE HONGKONG TELEGRAPH, THURSDAY, MAY 7, 1891.

His Excellency in reply said: Gentlemen, I deeply regret the absence of Captain Ashton, who has been so prominent a leader in this movement here, but am glad to find that he is so well represented in his absence. Gentlemen, I cannot thank you sufficiently for the kind words which you have given expression to in the address; I have only at this moment heard of it, and therefore it is impossible to give adequate expression to my thanks to you for the address. My only exception to it is what I must call the undue strength of the language used, and a duty which was practically necessary, for a large and deserving body of men. At the same time I have felt that it was a duty long deferred, and I wish to say that your thanks are none the less grateful to me. I may say that when I spoke on this subject two years ago and expressed my opinions, you must have thought I was very sympathetic indeed; but the difficulties in the way of this reform were then quite enough to make it appear inoperable. Time went on, and when I was at home I read a great deal more, and I was able to tell Mr. Goldsmith that I could see my way to do this act of justice without in any way impeding the trade of the port. I told him I hoped to be able to do it before I left the Colony, but it so happened that I had to leave before I expected, and the pressure it has caused to pass the Bill at the last moment was nearly the last straw that breaks the camel's back. But when I say my sympathy seemed bare, I may add what I suppose you probably do not know, that all my life my sympathy with workers has been very great, as against those who uphold trade interests, which have often been inclined for years past to sacrifice the health, happiness, welfare and recreation of the workers rather than lose one iota of what under the circumstances must be called an ill-gotten profit—I mean the split that opposed all the reforms of Samuel Plimpton. I am glad to be able to say that I proved my opposition to that split when, early in my career, I opposed it in the face of the Government and the whole of the Colony and plotters of British Colonies in their treatment of the slaves. Now, at the close of my career here, I have shown the same hostility to that split in the passing of this Ordinance, and I shall always look back on it as one of the best works of my life. While this split exists everywhere, and it is not without its representatives in Hongkong, I am glad to be able to say there are many bright instances to the contrary. You will all have noticed with pleasure, I am sure, how Mr. Keswick, the leading member of one of the chief mercantile firms in Hongkong, not only supported but warmly supported this measure in Council. When he had made up his mind to do it he did it thoroughly, and I am sure it will be the least fair of the laurels of Messrs. Jardine, Matheson & Co., great as have been their work in the past. And now, gentlemen, I have only to wish you all health and happiness, and what more especially concerns us at this moment, that in future you may have better enjoyment of your Sundays in Hongkong.

The Secretary then called for three cheers for His Excellency, which were heartily accorded by the delegation and others who had assembled. Among those who went on board to bid the Governor farewell were the Hon. J. K. Keswick, the Hon. T. W. Whitehead, Bishop Burdick, Major-General Digby Barker, and several ladies and gentlemen. The Governor afterwards stated that he would like it to be clearly understood that the Sunday Cargo Working Ordinance was not introduced by direct instruction from the Secretary of State, but he had reason to know that his sympathies were entirely with the movement.

THE ACTING GOVERNOR.

A special meeting of the Legislative Council was held this afternoon, for the purpose of swearing in Major-General Digby Barker as Administrator. The official members, the Chief Justice, Mr. Keswick, and Dr. Ho Kai were present.

The Clerk of Council having read the Commission appointing the Officer Commanding the Troops to administer the Government, Sir James Russell, in wig and gown, pointed out the oaths of allegiance and office, which General Barker read and subscribed to. He then thanked those present for their attendance, the guard of honor presented arms (nearly causing the death of the China Mail's representative) the band played, and the shore battery saluted.

SIR G. W. DES VIEUX AND THE CHAMBER OF COMMERCE.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 7th May, 1891.

SIR.—I have the honour by direction of the Governor to acknowledge the receipt of your letter of the 1st inst. upon which his Excellency has placed the following minute.

I have, &c.,
(Sd.) F. H. MAY,

A. C. S.
F. Henderson, Esq., Secretary, Chamber of Commerce.

Minute to be conveyed to the Chamber of Commerce on this letter of the 1st of May.

I am not clear as to the object of sending this letter at the present moment. Though no doubt the Committee of the Chamber of Commerce has appended an official report of the facts contained in it, I question much whether an assembled meeting of the Committee considered the matter so pressing as to be thrust on the Governor by way of reply to his recent speech within three days of his departure on account of ill health.

But whatever the cause of the action taken in their name I do not doubt that the facts addressed in this letter furnish a useful contribution to an interesting subject for the consideration of my successor.

I have naturally no time to deal thoroughly with the question myself, but I may note.

(1.) That the payment by Junks of taxes aggregating the respectable sum of \$2,397 is treated as though it should be credited to the Harbour, apparently for the purpose of proving that vessels of European construction ought to pay nothing at all.

(If it be urged that this is relating to tonnage, trading Junks pay far more than European vessels, even including the special Gap Rock tax above to be remitted.)

(2.) That "Registry of Boats" of "Cargo Boats" and "Cargo Boat Certificate" the work connected with which is done by the Registrar-General, is considered by the writer as not part of the "ordinary taxation of the Colony" (such as for instance the proceeds of Jimrikian licences) but go to make up a fund which ought to be especially credited to the Harbour.

It would seem less unreasonable to debit a number of other items for service to shipping as for instance (such as occur to me at once) vis:

(1.) A portion of the cost of the water works in respect of the water taken by ships.

(2.) A portion of the salaries of the Officers of almost every public Department and heads (for the reason above indicated) those of the Registrar-General's Office. From the Governor, who occasionally (as in the case of the cargo boat strike) is largely occupied with harbour questions and has to deal daily with a considerable

number of harbour papers, down to the Sikh policeman who takes charge of drunken sailors, I think it also worthy of note by my successor that the present tonnage on shipping, including the special rate to be remitted when the Gap Rock Light is paid for, are only 2½ cents per ton, and that if they were to be increased to 5 cents per ton—an increase not in the least likely to be required—Hongkong would only then be level with Singapore in respect of harbour charges, (where the ordinary rates are 3 cents per ton and two cents additional for the Basses Rock Light on vessels going westward) which port is, I understand, next to Hongkong the cheapest in the world.

No one would deplore an increase of taxation in Hongkong more than myself; and I have merely suggested as worth consideration, if such unhappy necessity should arise, whether the weight ought not to fall rather upon the non-local shipping than upon the rate-payers.

The effect on trade in the latter case would be certain, but is the former would, I am inclined to think, be almost inappreciable, if it be true, as I am informed, that the tonnage dues levied at the ports of China fall upon large vessels with a weight from 15 to 20 times greater than the rates charged in Hongkong, thus rendering "a negligible quantity" the risk of a transfer elsewhere of this distributing centre.

(Sd.) G. W. DES VIEUX.

Hongkong, 7th May, 1891.

HIGH LEVEL TRAMWAY CO.

HOW TO RAISE THE WIND?

An extraordinary general meeting of shareholders in this company was held at the Hongkong Hotel to-day in pursuance of a requisition made to the managers for the purpose of passing a special resolution that Mr. James Anderson be appointed general manager of the company in place of Messrs. MacEwen, Fricker & Co., the Articles to be altered accordingly. There was not, however, a sufficient large attendance to make the meeting of any legal weight. While the secretary was taking the number of shares represented, Mr. C. Ewens explained the position of the Company and the object of the meeting. A requisition had been sent in by a number of shareholders asking that a meeting be held to appoint a manager. Mr. J. Anderson (manager of the Peak Hotel) so that the Tramway and the Peak Hotel could be managed by one man, which would effect a saving. Meanwhile it was suggested by some of the shareholders that as there was still the loan of \$30,000 from the Bank of China and Japan not paid off, it was desirable to see whether the Land and Investment Company would take the management and advance the money. Correspondence ensued between himself and Mr. Shattock Hooper, who wrote informing him that the Investment Company would take over the management on condition of receiving 5 per cent. of the gross earnings, but the minimum remuneration to be \$2,500 per annum, which would include office clerks but not stationery or other charges. In addition, the Investment Company required one quarter of the net profits after reaching 7 per cent. and one half after 10 per cent. In return the Company would advance \$30,000 at 8 per cent. interest. To this Mr. Ewens replied that \$10,000 would not be sufficient to meet the wants of the Tramway Company, and their offer was then increased to \$15,000. So now, Mr. Ewens continued, the shareholders would have to decide whether they would have the management in the hands of the Company or of Mr. Anderson. By choosing the Investment Company they would get rid of the financial difficulty; otherwise, if they did not choose that, how were they to raise the \$10,000 for the repayment of the loan of the Bank of China and Japan? On the other hand by the appointment of Mr. Anderson no doubt a saving in the expenses could be effected, more than could be done by the Company. But that would involve the raising of additional capital by the issue of new shares. Only 500 shares were represented at the meeting to-day, so that no binding resolution could be passed. But if the shareholders desired to adopt any definite course they could take steps to have their wishes recorded.

Several questions were put by shareholders, in reply to which Mr. Ewens said that if Mr. Anderson was appointed, it was proposed to dispense with the services of the engineers, and thus effect a saving which in view of certain other charges would amount to about \$250 a month. That would only be next year; up to the end of this year there would be no saving more than the Investment Company could effect, apart from the share in the dividend taken by them. There was, however, only a very remote prospect of getting a dividend, and they must first earn 7 per cent. The Investment Company could not dispense with an engineer. Mr. Anderson was himself an engineer, and as the work of management apart from the running of the trams was very slight he would be perfectly well able to combine the two. There would have been no difficulty in raising the \$30,000, but that this offer had now been made, and the Investment Company would have to be given the management now if they lent the money. And again, of course the Investment Company might be able to get a subsidy from the Government. The Government really ought to assist the Tramway. Last year a reduction of taxes was asked for, and it was proposed to do the same again. It was absurd to tax such a thing as the tramway. It was just possible that under Mr. Anderson's management a dividend of 6 per cent. might ultimately be reached, but there would not probably be any loss under any circumstances through the Investment Company claiming a share of profits over 7 per cent. The question was, if Mr. Anderson were appointed how was the \$10,000 to be raised? would the shareholders take up preference shares? It was imperative to get the money, for the Bank knew it could be done through the Investment Company, and they would press for payment, and it could not be urged that they could not pay. The remuneration of Mr. Anderson would be \$1,800 per year, and \$300 for a clerk—the same as for MacEwen & Fricker, but without the additional expense of an engineer.

Mr. Ewens then asked the opinion of each shareholder present, but as the time for consideration had been so short there was no definite feeling either way. Ultimately the meeting was adjourned for a fortnight.

FAILURE OF ADAMSON, BELL & CO.

We regret to hear, as will every old resident in the Far East, that the historical firm of Adamson, Bell & Co. have met with unexpected come to grief. Losses through silk speculations in Yokohama are said to have been the immediate cause of this most disastrous failure—but *gates taken*. The old firm will not die out, and with such a Bismarck of commercial enterprise as George B. Dodwell at the head of affairs, we can look to the future with much confidence. We refer, for obvious reasons, from going into details, when full particulars reach us but will be duly published. Meanwhile, we ask our readers to remember that Adamson, Bell & Co. is one of the oldest and most honorable firms that have ever traded in the Far East.

Intimations.

FURNISH THROUGHOUT

AT THE

HONGKONG TRADING CO., LTD.

THE LARGEST AND MOST CONVENIENT

FURNISHING ESTABLISHMENT IN HONGKONG.

CABINET FURNITURE,

BEDSTEADS, CARPETS,

HOUSEHOLD LINENS,

LACE CURTAINS, CHINA, CUTLERY, &c., &c.

ALL READY FOR IMMEDIATE USE.

PRICES WILL COMPARE FAVORABLY WITH ANY HOUSE IN THE EAST.

NEW PREMISES, COLONIAL HOUSE.

Hongkong, 10th April, 1891.

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BOILER EXPLOSION IN THE HARBOUR.

About a quarter past five this morning, while the steam launch *Macao* was lying alongside a coal-lighter at Gibb's wharf, the boiler exploded, blowing out the port side of the launch, which at once sank. The engineer, Leung I, who we learn was not possessed of a Harbourmaster's certificate of competency, was killed, whilst a fireman and a deck-hand were found in the water so seriously injured that they had to be at once taken to the Tung Wah hospital, suffering from severe scalds about the head, face and hands. There were six persons on board at the time of the explosion, but the three other members of the crew escaped with slight bruises, and were able to walk to their respective homes. No further damage was caused to the junk alongside, or to the numerous small craft which at the time were in close proximity. The launch, which was the property of a Chinese in Macao, for whom Messrs. Chee Wo and Leung Kee, of No. 29 Wing Woo Lane, were the agents, was bought from the Macao Government last year for the sum of \$2,850. She was 70 ft. in length with a beam of 12 ft. and we learn was built by the Hongkong and Whampoa Dock Company about eight years ago, since which time she had been in the service of the Macao Government as a cruiser. She was not a passenger launch, but was chiefly used for towing purposes. A Police boat passed the launch about 5 a.m., and those on board noticed that the launch was priming heavily at the time. During the afternoon what remained of the launch was raised, and upon a search being made, the body of the engineer was found in the stoke-hole and was at once conveyed to the Government mortuary. An inquiry will take place as to the cause of the disaster.

CHUNGKING.

(FROM A CORRESPONDENT.)

April 10th, 1891.

There is but little news from this far away inland port to concern the outside world, but recent events may be of interest to your readers. The foreign Custom House has now been opened about forty days and not a single piece of business has been transacted, nor do I hear of any being discussed at all. The Commissioner and his staff go to the Customs office daily to wait for the merchant who is not available for promotion. Under such circumstances it is not at all strange that the lekin tax should be collected more rigorously by each new aspirant to promotion. The merchants' interests or the well-being of trade are not matters to be considered by the Chinese officials, they act in most instances just as though the merchants were perfectly legal subjects for plunder, and they exercise all their ability in so doing. From time to time, under one pretext or another there is just a little addition made to the amount to be collected. The merchant of course objects, grumbles, and swears, but as the extra amount demanded is small he pays it rather than be delayed once established it is never again reduced. Regarding this lekin business there seems to be only one idea preying on the official mind, and that is—How can we raise a little more? All over the country, on both land and water routes, the lekin taxes are being more rigorously exacted, consequently trade is becoming worse and worse. This lekin was originally levied as a war tax and was at first comparatively light. Now there is no war, this tax instead of being taken off or reduced, is still being increased. Why this is so no one but the officials, who grow rich out of it, can assign any valid reason. Of late several attempts have been made to increase it here, but without success. Doubtless the Taotai thinks he has now hit upon a plan by which he can accomplish his object, which is to collect an extra tax on exports from this place. When the Foreign Customs was opened, rules were drawn up under which trade was to be carried on. Whether these rules were submitted to H. B. M.'s Consul here for his approval, or not, I do not know. I hear that two hundred copies were printed in Chinese by the Taotai's order, but were at once cancelled, and another edition printed, in which was inserted an additional paragraph making it compulsory to produce lekin receipts before the goods would be allowed to be shipped, notwithstanding the fact that these goods had already paid lekin at two or more barriers on route from the interior to this place. If this measure be carried out the Foreign Customs will be very small. From present appearances there seems to be a set determination not to patronise the Foreign-managed Customs at all. There is no telling how long this state of things will last, or how it will end, if the Taotai persists in trying to enforce the payment of this extra lekin. The merchants may grow weary of this state of affairs and quietly close their doors for a change; then the fun will begin in earnest. This the merchants can do and have done here on more than one occasion. In so doing they run but little risk of punishment by the officials. In closing their doors they commit no offence against the laws of the country. But when business stops some thousands of coolies are thrown out of work, which means out of rice for themselves and their families, which state of affairs speedily brings on a riot. The Customs was opened on the 1st of March and special measures were taken by the Taotai to preserve order. I hear that eight *wu yuans* were appointed, two gunboats and a number of soldiers told off for duty to assist in keeping order. The Commissioner and his staff, as well as several of the *wu yuans* go to the Customs Office daily—the *wu yuans* go to gossip, smoke, and drink tea. The Commissioner to sit at his desk and meditate on the uncertainty of human affairs. The Revenue cometh not—*Mercury*.

We have the consumer of exports, gained by the new arrived; but collecting the *wu yuans* on the Upper Yangtze has been suspended. The Chinese Government grants foreigners the right to run steamers to Chungking, after the Chinese have done so, and reserves solely to itself the right to grant its own subjects the privilege of granting foreigners the right to ship goods direct to Chungking, suspending the half transit duty until the goods are out of the foreigner's control, and then collect it from the native merchant under the name of lekin or war-tax over which there is no treaty control. It only remains to see if the British Minister will allow the Chinese to carry these matters through according to their programme. This lekin has always been a sore point with the Chung-king merchants. There have been several very serious anti-lekin riots here and the lekin office has come to grief more than once. At present everything is very quiet.

Imports under the new regulations have not yet arrived; but collecting the *wu yuans* on them when landed has already been decided on by the Taotai. I am informed, which has not been done heretofore. Thus the *wu yuans* will be collected on the *wu yuans* of the *wu yuans* on them. The Chinese have done so, and reserves solely to itself the right to grant its own subjects the privilege of granting foreigners the right to ship goods direct to Chungking, suspending the half transit duty until the goods are out of the foreigner's control, and then collect it from the native merchant under the name of lekin or war-tax over which there is no treaty control. It only remains to see if the British Minister will allow the Chinese to carry these matters through according to their programme. This lekin has always been a sore point with the Chung-king merchants. There have been several very serious anti-lekin riots here and the lekin office has come to grief more than once. At present everything is very quiet.

Tim's great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Wasting Disease is shown by the accompanying statement from D. C. Freeman, Sydney, Aust.—

"Having been a great sufferer from pulmonary attacks and gradually wasting away for the past two years, it affords me great pleasure to testify that the above medicine has given me great relief, and cheerfully recommend it to all suffering in a similar way to myself. In addition I would say that it is very pleasant to take." Any Chemist dealing under the name of DODWELL, CARLILL & CO., and have authorized Mr. EDGARD SINGLTON WHEALLER to represent them in Hongkong and to sign the First pur. procuratum.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions from the LIQUIDATORS of the Hongkong Marina, Limited, to Sell by Public Auction, on SATURDAY,

the 16th May, 1891, at 2.30 p.m.,

on board,

THE WHOLE OF THE

VALUABLE FURNITURE, &c., &c.,

nearly new, of the

HONGKONG MARINA,

Comprising:—

TAPESTRY COVERED SOFAS, CHAIRS,

MIRRORS, BRASS SWINGING LAMPS,

FAV' CY VIENNA LAMPS, &c.

IRON BEDSTEADS, with WIRE MAT-

Commercial.

LATEST QUOTATIONS.
Hongkong and Shanghai Bank, cum New Issue.—224 per cent. premium, sellers.

Union Insurance Society of Canton—\$95 per share, buyers.

China Traders' Insurance Company—\$63 per share, buyers.

North China Insurance—Tls. 275 per share, buyers.

Canton Insurance Company, Limited—\$115 per share, sellers.

Yangtze Insurance Association—Tls. 70 per share, nominal.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—\$315 per share, sellers.

China Fire Insurance Company—\$82 per share, sellers.

Hongkong and Whampoa Dock Company—\$93 per cent. premium, buyers.

Hongkong, Canton, and Macao Steamboat Co.—\$33 per share, sellers.

China and Manila Steam Ship Company—\$20 per share, sellers.

Hongkong Gas Company—\$131 per share, sellers.

Hongkong Hotel Company—\$120 per share, buyers.

Hongkong Hotel Co.'s Six per-cent. Debentures—\$501.

Indo-China Steam Navigation Company, Limited—30 per cent. discount, buyers.

Douglas Steamship Company—\$47 per share, sellers.

China Sugar Refining Company, Limited—\$108 per share, sellers.

Luxon Sugar Refining Company, Limited—\$21 per share, sellers.

Hongkong Ice Company—\$60 per share, buyers.

Hongkong and China Bakery Company, Limited—\$75 per share.

Hongkong Dairy Farm Co., Limited—\$7 per share, sellers.

A. S. Watson & Co., Limited—\$21 per share, buyers.

Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.

Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.

Chinese Imperial Loan of 1886 E—14 per cent. premium.

Hongkong Rope Manufacturing Company, Limited—\$25 per share, buyers.

The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.

Fujinom & Sungkie Dua Samantan Mining Co.—\$3 per share, sellers.

The Radon Gold Mining Co., Limited—80 cents per share, buyers.

Imuris Mining Co., Limited—\$12 per share, buyers.

The Balmar Gold Mining Co., Limited—\$7 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—\$8 per share, buyers.

Tonqua Coal Mining Co.—\$430 per share, buyers.

The Hongkong High-Level Tramway Co., Limited—\$65 per share, buyers.

The East Borneo Planting Co., Limited—\$10 per share, sellers.

H. G. Brown & Co., Limited—\$51 per share, buyers.

The Songel Kohay Planting Co., Limited—\$13 per share, buyers.

Cruickshank & Co., Limited—\$35 per share, nominal.

The Steam Launch Co., Limited—nominal.

The Austin Arms Hotel and Building Company, Limited—\$13 per share, sellers.

The China-Borneo Co., Limited—\$16 per share, sellers.

The Hongkong Brick and Cement Co., Limited—\$12 per share, sellers.

The Green Island Cement Co.—\$17 per share, sellers.

The Hongkong Land Investment Co., Limited—\$87 per share, sellers.

The Hongkong Electric Light Co., Limited—\$6 per share, sellers.

Geo. Fenwick & Co., Limited—\$14 per share, sellers.

The West Point Buildings Co., Limited—\$30 per share, sellers.

The Peak Hotel and Trading Co., Limited—\$8 per share, sellers.

The Labuk Planting Co., Limited—\$25 per share, sellers.

The Lamag Planting Co., Limited—\$7 per share, buyers.

The Jelabu Mining and Trading Co., Limited—\$3 per share, buyers.

The Selama Tin Mining Co., Limited—\$1 per share, sellers.

The Stamford Hotel Co., Limited—nominal.

The Kowloon Land Investment Co., Limited—\$15 per share, buyers.

The Bank of China & Japan & the Straits Ltd.—\$18 per share, sellers.

The Bank of China & Japan & the Straits Ltd.—Founders' shares, \$180 per share, sellers.

The Hongkong Marina, Limited—nominal.

London and Pacific Petroleum Co., Limited—\$15, sellers.

The National Bank of China, Ltd.—30 per cent. dis. sellers.

The National Bank of China, Ltd., Founders' shares—\$400 per share, sellers.

EXCHANGE.

ON LONDON—Bank, T. T. 3/11
Bank Bills, on demand 3/2
Bank Bills, at 4 months' sight 3/2
Credit at 4 months' sight 3/3
Documentary Bills, at 4 months' sight 3/3

ON PARIS—
Bank Bills, on demand 4.00
Credit at 4 months' sight 4.00
On India, T. T. 2/22
On Demand 2/22

ON SHANGHAI—
Bank, T. T. 7/18
Private, 30 days' sight 7/18

Shipping.

ARRIVALS.

ALTAIR, British steamer, 200, J. Myatt, 6th May.—Tamsui 20th April. Coals—Wieler & Co.

ORESTES, British steamer, 1,229, John Barr, 7th May.—Shanghai and May, and Swatow 6th General—Butterfield & Sude.

DEUTSCHER, German steamer, 1,107, W. Dins, 21st May.—Saigon 2nd May, Rice—Siemens & Co.

CHOY-SANG, British steamer, 1,194, R. C. D. Bradley, 7th May.—Wuhu 1st May, Rice—Jardine, Matheson & Co.

CHOW-CHOW-FOO, German steamer, 706, F. Clausen, 7th May.—Newchwang and Chufoo, 30th April. Beans—Meichers & Co.

LOMBARDY, British steamer, 1,170, Francis Cole, 21st May.—Whampoa 7th May, General—P. & O. S. N. Co.

TAIBAO, British steamer, 1,003, W. H. Hogg, 7th May.—Whampoa 7th May, General—Jardine, Matheson & Co.

LY-EE-MOON, German steamer, 1,158, G. Heermann, 7th May.—Whampoa 7th May, General—Siemens & Co.

LIEFLA, British steamer, 861, G. Grant, 7th May.—Saigon and May, Rice—H. C. Jay.

CLEARANCES AT THE HARBOUR OFFICE.

ASAGA, Japanese steamer, for Nagasaki.
COLLINGHAM, British steamer, for Kuching.
OCEANIC, British steamer, for Yokohama, &c.
BENTLEI, British steamer, for Saigon.
TATUNG, British steamer, for Shanghai.
CHING, British steamer, for Port Darwin, &c.
DICTINA, German steamer, for Guam.
SINGAPORE, British steamer, for Bangkok.

DEPARTURES.

MAY 6. TRIUMPH, German steamer, for Holkow.
MAY 6. TELLUS, Norwegian str., for Kuching.
MAY 6. MINGJO, German str., for Whampoa.
MAY 7. SOUPHAN, French str., for Shanghai, &c.
MAY 7. NAMING, British steamer, for Saigon.
MAY 7. YAPAN, Peruvian bark, for Honolulu.
MAY 7. BELLOWS, British str., for Amoy.
MAY 7. CHANGYAN, British str., for Whampoa.
MAY 7. PHANG, British str., for Swatow, &c.
MAY 7. BENTLEI, British str., for Woosung.
MAY 7. OCEANIC, British str., for Yokohama, &c.
MAY 7. TATUNG, British str., for Shanghai.

PASSENGERS—ARRIVALS.

PER ORESTES, str., from Shanghai, &c.—400 Chinese.
PER DEUTSCHER, str., from Saigon.—18 Chinese.
PER ALTAIR, bark, from Tamsui.—Mrs. Muaro and child.
PER KONG BENG, str., from Bangkok.—55 Chinese.
PER HALLAN, str., from Foochow, &c.—Mr. H. S. Brand, and 29 Chinese.

DEPARTED.

PER ZAFIRO, str., for Amoy.—116 Chinese and 4 boys (deck). For Manila—Meers, Henry Ewart, Odan Vinkla, F. W. Stapleton, G. A. da Silva, 24 Chinese and 1 boy (deck).
PER OCEANIC, str., for Yokohama.—H.E. Sir G. W. Des Vaux, Lady Des Vaux, child and valet, Miss Evans, Captain M. Hall, Captain Hopkins, Dr. Munro, Messrs. H. Ashton, R. P. Warren, Weber, G. S. Baker, Tatmet, Wood, and 4 Chinese. For San Francisco—Rev. Mr. and Mrs. J. S. Norwell and infant, Rev. L. A. Eston, 2 children and infant, Pay, J. S. Phillips, U.S.N., and 2 Europeans. For London—Mr. G. J. Watson. For Liverpool—Miss Krohne, Miss Taylor, Surgeon-Major B. Doyle, and R. Fraser.

REPORTS.

The British steamship *Orestes* reports that she left Shanghai on the 2nd instant, and Swatow on the 6th. Had light variable winds and hazy weather.

The British steamship *Kong Beng* reports that she left Bangkok on the 30th ultimo. Had light south-east winds to Cape Padarau; thence to port had fresh easterly wind and high sea, with clear weather.

The British steamship *Littoral* reports that she left Saigon on the 2nd instant. Had fine weather and smooth sea till within two hundred miles from port, after which had heavy easterly wind and a high sea.

The British steamship *Hallan* reports that she left Foochow on the 5th instant. Had strong north-east winds and fine weather. Left Amoy on the 6th. Had light variable air and, hazy weather throughout.

The British steamship *Altair* reports that she left Tamsui on the 30th ultimo. Had fresh breeze to Lammock Island; thence to Breaker Point had light airs and calms. From there to port had fresh breeze and hazy weather. On the 3rd, passed the German steamship *Maria*, off Lammock Island, steering north-eastward.

Post Office.

A MAIL WILL CLOSE.

For Bangkok.—Per *Mongku* to-morrow, the 8th instant, at 8.30 A.M.
For Nagasaki.—Per *Asagao* to-morrow, the 8th instant, at 9.30 A.M.

For Fort Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne, 2nd April.—*King Chung* to-morrow, the 8th instant, at 9.30 A.M.

For Bangkok.—Per *Singapore* to-morrow, the 8th instant, at 10.30 A.M.

For Straits and Calcutta.—Per *Wingsong* to-morrow, the 8th instant, at 11.30 A.M.

For Swatow.—Per *Fokien* to-morrow, the 8th instant, at 11.30 A.M.

For Amoy.—Per *Cheang Hye Teng* to-morrow, the 8th instant, at 11.30 A.M.

For Kudat and Sandakan.—Per *Memnan* to-morrow, the 8th instant, at 2.30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

ALWINE, German steamer, 400, Petersen, 3rd May.—Pakkhol, via Holkow and May, General—Wielers & Co.

ARRATOON APCAR, British steamer, 1,222, J. G. Christensen, 23rd April.—Calcutta 8th April, Penang 14th, and Singapore 17th, Opium and General—D. Sasseon, Sons & Co.

AMAGAO, Japanese steamer, 1,521, H. Seck, 5th May.—Nagasaki 31st April, Coals—Mitsubishi Colliery.

AVOCHEE, British steamer, 1,051, T. Rowlinson, 4th May.—Saigon 30th April, Rice—Meichers & Co.

BENALDRE, British steamer, 1,238, C. K. McIntosh, 2nd May.—Saigon 28th April, General—Gibb, Livingston & Co.

CATTERSON, British steamer, 1,480, J. W. B. Dark, 6th May.—Sydney 9th April, Newcastle 12th, Townsville 16th, Cooktown 17th, Thursday Island 20th, and Port Darwin 21st, General—Russell & Co.

CHIANG HYE TENG, British steamer, 931, M. G. Scott, 6th May.—Saigon 1st May, Rice—Bu Hin Chan.

CHIMOTO, British steamer, 1,459, A. Munt, 3rd May.—Koko 28th April, General—Butterfield & Sude.

DEUTSCHER, German steamer, 1,201, Geo. R. Stevens & Co., 23rd April.—Chungking 1st May, Rice—Co.

DORIS, German steamer, 771, J. Raben, 5th May.—Whampoa 5th May, General—Wielers & Co.

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